INSURV SAFETY CONCERNS

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INSURV WEBSITE:
http://www.spawar.navy.mil/fleet/insurv

MATERIAL INSPECTIONS

DAMAGE CONTROL

INSURV SAFETY CONCERNS
SAR/SCBA for GFE

ISSUE:

- **SAR/SCBA equipment is not being maintained IAW PMS.**
- **Bottles are not hydrostatic tested (every 3yrs).**
- **Gages are not tested/calibrated.**
- **Bottles are low in pressure.**
- **Regulators not set/tagged**

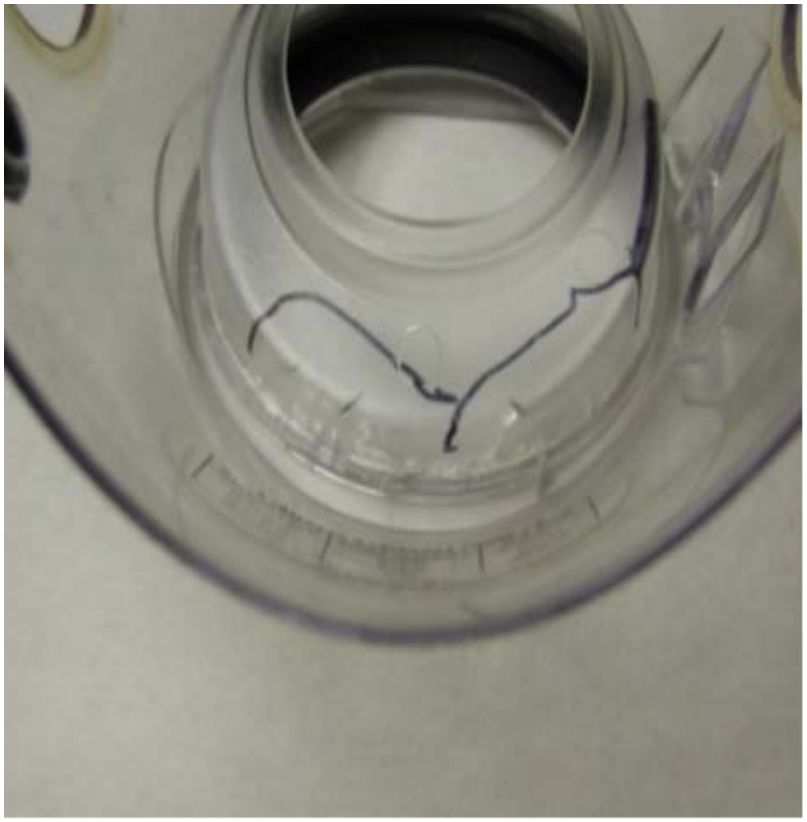
POC/REF:

- *INSURV POC:* LCDR Ballance, (757) 462-7881 EXT 3014
- *SYSTEM POC:* Mark Black, ISEA, (805) 234-4452)

INSURV SAFETY CONCERNS
SCBA FACE PIECES

ISSUE:

- **SCBA face pieces are cracked.**
- **S/F is not identifying cracks in the SCBA face pieces.**
- **NAVSURFWARCEN PANAMA CITY FL., MSG DTG R211522Z Jul 04 refers to Fleet Wide SCBA Face piece change out.**



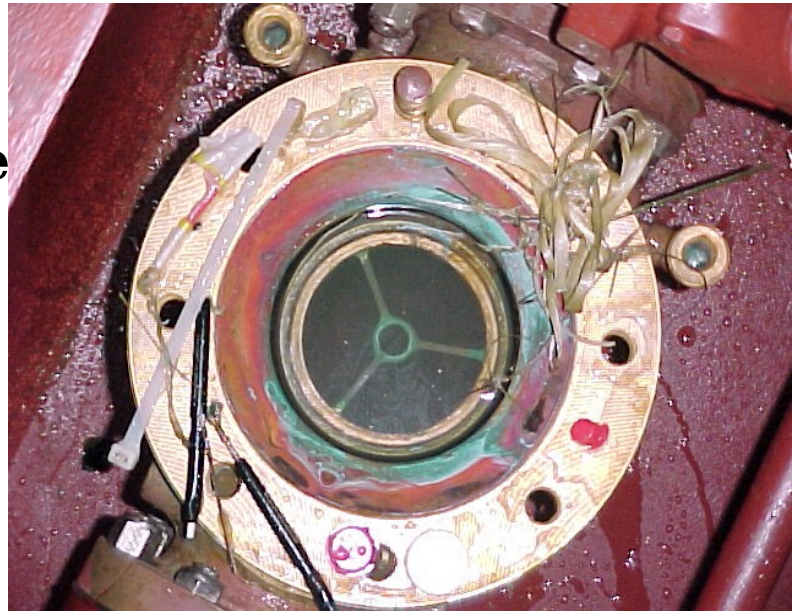
POC/REF:

- *INSURV POC:* LCDR Ballance, (757) 462-7881 EXT 3014
- *SYSTEM POC:* Mark Black, ISEA, (805) 234-4452

INSURV SAFETY CONCERNS
MAIN DRAINAGE EDUCTORS

ISSUE:

- **Main Drainage Eductor and bilge suction check valves are leaking by back into the spaces.**
- **S/F not maintaining bilges clean.**



POC/REF:

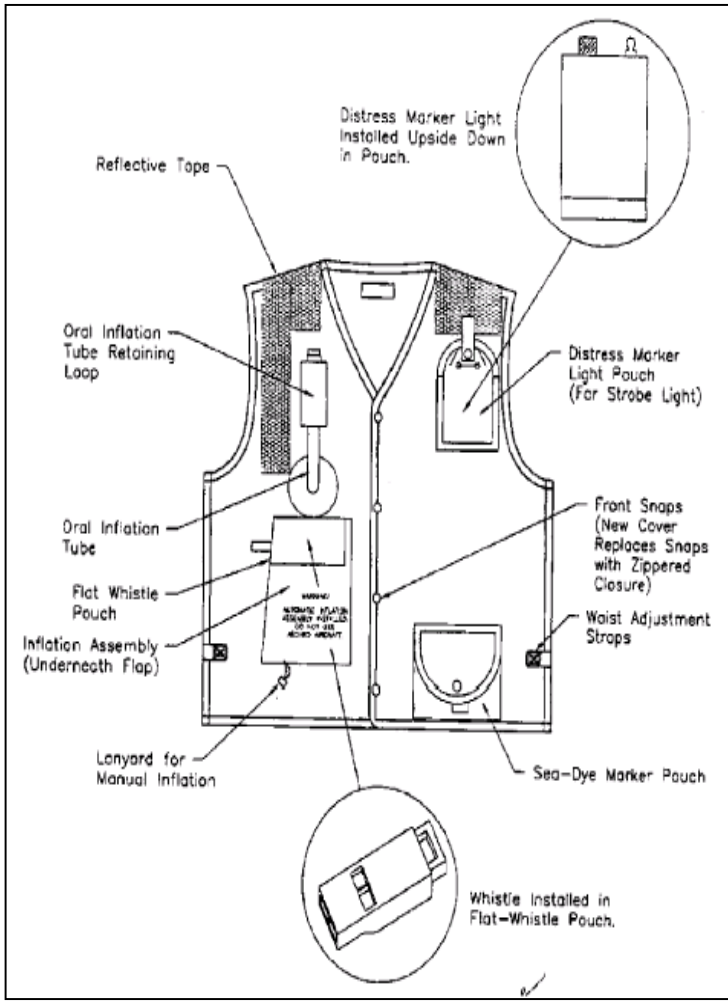
- *INSURV POC:* LCDR Ballance, (757) 462-7881 EXT 3014
- *SYSTEM POC:* Steve Albert, ISEA, (215) 284-8569

DECK

INSURV SAFETY CONCERNS
MK1 LIFE PRESERVER
(VEST TYPE)

ISSUE:

- **Distress marker light batteries are missing service life expiration date stickers. (not being maintained IAW PMS).**
- **Defective C02 cylinders installed.**


Distress Marker Light Installed Upside Down in Pouch.
Reflective Tape
Oral Inflation Tube Retaining Loop
Distress Marker Light Pouch (For Strobe Light)
Oral Inflation Tube
Front Snaps (New Cover Replaces Snaps with Zippered Closure)
Flat Whistle Pouch
Waist Adjustment Straps
Inflation Assembly (Underneath Flap)
Lanyard for Manual Inflation
Sea-Dye Marker Pouch
Whistle Installed in Flat-Whistle Pouch.

POC/REF:

- *INSURV POC:* LCDR BALL, (757) 462-7881 EXT 3088
- *SYSTEM POC:* NAVSEA 05P6 Mark Campbell, (202) 781-3619
- REFS:
  - MIP 5832/014 (U-1)

INSURV SAFETY CONCERNS
BOAT HANDLING DAVIT

ISSUE:

- **Boat Davit Winch gear case oil emulsified.**

POC/REF:

- *INSURV POC:* LCDR BALL, (757) 462-7881 EXT 3088
- *SYSTEM POC:* NAVSEA 9731 THOMAS GOLDBACHER, (215) 897-7862
- REFS:
  - MIP 5831/002-030

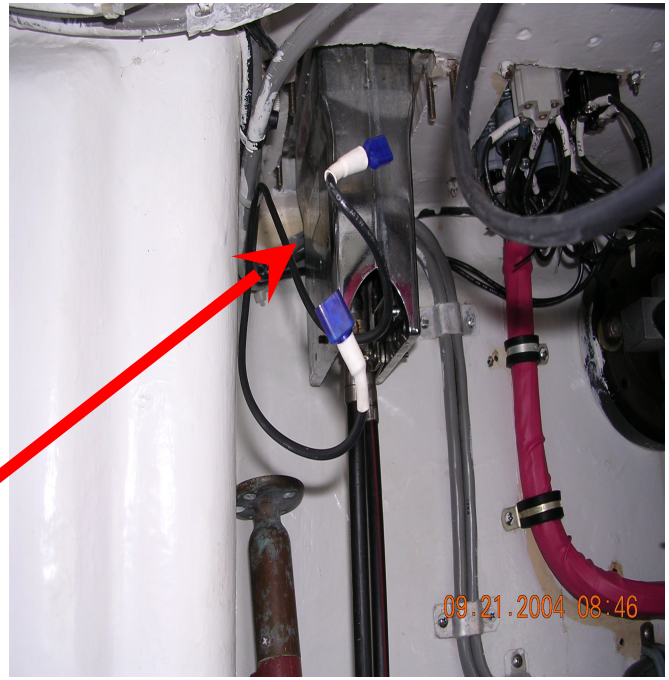
INSURV SAFETY CONCERNS
RHIB NEUTRAL SAFETY SWITCH

ISSUE:

- **RHIB neutral safety switch inoperable.**

POC/REF:

- *INSURV POC:* LCDR BALL, (757) 462-7881 EXT 3088
- *SYSTEM POC:* NSWC Code 2313 BUDDY MCKINLEY, (757) 462-4539
- REFS:
  - 7MRHIB Tech Manual



INSURV SAFETY CONCERNS
MEDEVAC LITTER, STOKES RESCUE LITTER

ISSUE:

- **MEDEVAC Litter, Stokes Rescue Litter slings not meeting weight test periodicity.**

POC/REF:

- *INSURV POC:* LCDR BALL, (757) 462-7881 EXT 3088
- *SYSTEM POC:* SAR MODEL MANAGER, LT KEN CRINION (619) 545-5402
- REFS:
  - MIP 5832/003
  - NWP 3-50.1

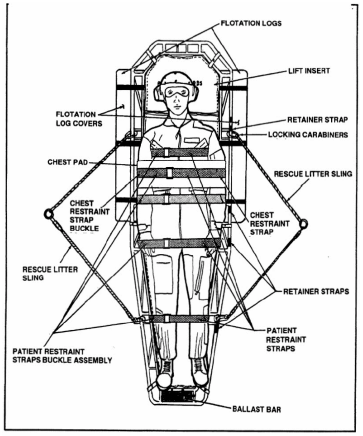


Figure 5-5. Rescue Litter and Flotation

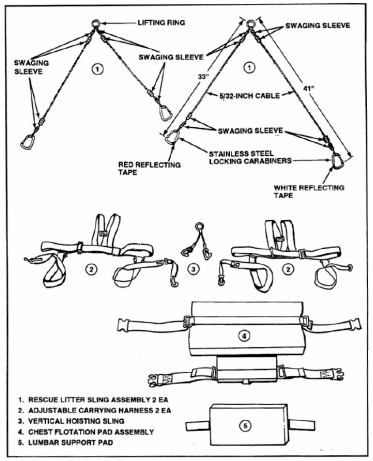


Figure 5-7. SAR MEDEVAC Litter Assembly

AVIATION

INSURV SAFETY CONCERNS

Aviation Fire Fighting Proximity Suits

ISSUE:

- **Fire Fighting Proximity Suits have been an issue across all platforms. Inspected suits have been of the wrong standard.**

POC/REF:

- *INSURV POC:* CDR WOOTEN (757) 462-7578 EXT 3025
- IAW NAVAIR 00-80R-14 and NAVAIRSYSCOM MSG DTGs 031450Z AUG 04 and 290920Z APR 04, each element of the proximity suits shall be the 1976 Standard/2000 edition and labeled as such.

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FLIGHT DECK FLOODLIGHTS

ISSUE:

- **Flight Deck surface floodlights(dustpan) PMS not being conducted**
- **MIP 4926/HDL, M-1/18M-3**

POC/REF:

- *INSURV POC:* CDR WOOTEN (757) 462-7578 EXT 3025

INSURV SAFETY CONCERNS

CRANIAL PMS

ISSUE:

- **Cranial PMS not being conducted**
- **MIP 5882/008, Periodicity R-1/U-1/U-2**

POC/REF:

- *INSURV POC:* CDR WOOTEN (757) 462-7578 EXT 3025

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Crash Kits

- **Aircraft crash kit tools missing**

- *INSURV POC:* CDR WOOTEN (757) 462-7578 EXT 3025

NAVOSH

INSURV SAFETY CONCERNS

ACCESS TRUNK SAFETY NETS

ISSUE:

- Incorrect installation/design of access trunk safety nets.

POC/REF:

- *INSURV POC:* LCDR Dave Ellenbecker (757) 462-7578 EXT 3073
- *SYSTEM POC:* ANTHONY VENTI, NSWCC, (215) 897-7781 EMAIL VENTIAJ@NSWCCD.NAVY.MIL
- NAVSEA Drawing 804-5184163 REV A

INSURV SAFETY CONCERNS

NAVOSH ADMINISTRATIVE PROGRAMS

ISSUE:

- Safety Officers are not implementing nor maintaining the required NAVOSH administrative programs.

POC/REF:

- *INSURV POC:* LCDR Ellenbecker (757) 462-7578 EXT 3073
- *REFS*: OPNAVINST 5100.19D, OPNAVINST 5100.25A, OPNAVINST 5100.12G

- Safety Council and Committees
- NAVOSH Training
- Safety Petty Officers
- Mishap Records
- Respirator Prot.

SUPPLY

INSURV SAFETY CONCERNS

GAYLORD HOOD INTERCEPTOR SYSTEM

ISSUE:

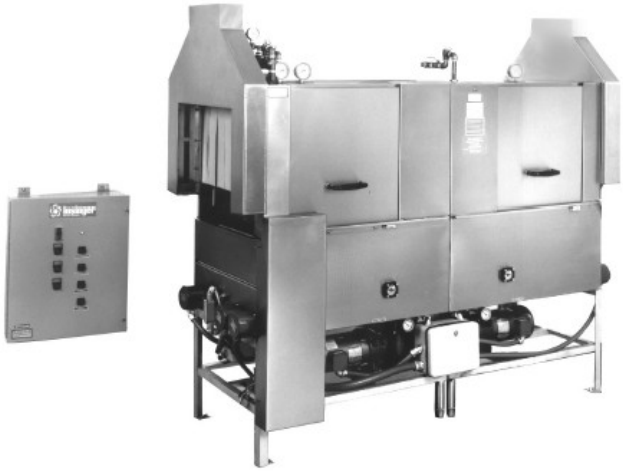
- Shipboard hot water heaters are not supplying hood system with the required minimum temperature of 160F.

POC/REF:

- *INSURV POC:* LT JORDAN (757) 462-7578 EXT 3096
- *REFS:* NAVSEA S6161-HAFSE-010/09051, MANU TECH MAN, NSTM 510-6.25

INSURV SAFETY CONCERNS

SINGLE AND MULTI-TANK DISHWASHERS



ISSUE:

- Final rinse temps are not reaching the minimum requirement of 180 F.
- Improper sanitation & cleanliness can lead to illness of crew members at temperatures below 180 F.

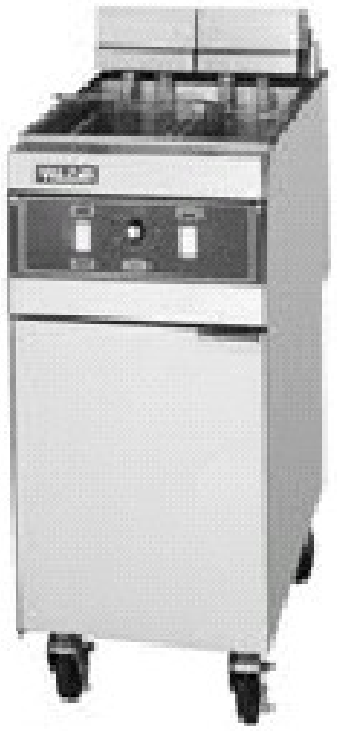
POC/REF:

- *INSURV POC:* LT JORDAN (757) 462-7578 EXT 3096
- *REFS:* NAVMED P-5010, NSF STD NR3, NSTM 651, NAVSUP

INSURV SAFETY CONCERNS
DEEP FAT FRYER

ISSUE:

- Deep fat fryers have failed to trip at the maximum temperature of 460 F.
- Potential for personnel & property damage can occur when the grease heats to temps above 460 F.



POC/REF:

- *INSURV POC:* LT JORDAN (757) 462-7578 EXT 3096
- *REFS*: FED SPEC S-F-695G; PMS MIP6539/001-AO

COMBAT SYSTEMS

INSURV SAFETY CONCERNS

COMMON SAFETY DISCREPANCIES

ISSUE:

- Electronic Cooling Water (ECW) Sensors: Often various system parameter monitoring devices were degraded or inop. IE; flow, temp, conductivity, pressure and filters.

POC/REF:

- *INSURV POC* : LCDR BARBOSA (757) 462-7578 EXT 3076
- *SYSTEM POC:* NSWC (S) 9343 (215) 897-1197; NSWC (C) 9243, (215) 897-7231.
- *REF:* GSO-320E, EIMB

INSURV SAFETY CONCERNS
MAST INSPECTIONS

ISSUE:

- Numerous safety discrepancies identified during recent mast material inspections.

POC/REF:

- *INSURV POC:* LCDR BARBOSA (757) 462-7578 EXT 3012
- *SYSTEM POC:* NSWCCD CODE 65; NSWCC 809320/809410
- *REF:* GSO 170/400/400C/555/612/622D/ 634D/662/663/ 670, NAVSEA SE00-00-EIM-0110, MIP 6641, OPNAV 5100.19(D) AND SHIP

- Climber safety rails missing stopper pins.
- Some climber safety rails installed in the temporary vice permanent configuration. (Attached to the ladder vice actual mast)
- Typically find loose metallic FOD on platforms. (Ships force)
- Non skid missing or deteriorated on platforms.

ELECTRICAL

INSURV PRESENTATION
ELECTRICAL & ELECTRONIC WORK BENCHES

ISSUE - UNSAFE FOR USE

POC/REF:

- *INSURV POC* LCDR JEFF MANIA
  757-462-7578 EXT.3099
  jeff.mania@navy.mil

- *SYSTEM POC* Mr. Clinton Randolph
  NSWCCD-SSES CODE 9345
  215-897-1195

- NSTM 300R6 App H and
  IN-SERVICE ENGINEERING ADVISORY Nr. 019-04, DTG 241508Z AUG 04

THINGS TO LOOK FOR:

- Switches (type2) that do not disconnect all power

- Installed/exposed metal objects

- Proper compliance with ISE 019-04 ICW downgrading of workbenches.

AUXILARIES

INSURV SAFETY CONCERNS

STEAM WATER HEATERS for WASHROOM USE

ISSUES: OPERATING TEMPS LISTED IN PMS EXCEED THE SAFETY RANGE OF NSTM 533 AND POOR MATERIAL CONDITION

POC/REF:

- *INSURV POC*: LCDR JACK MIDGETT
  757-462-7881 EXT 3085
  jack.midgett@navy.mil

- *SYSTEM POC:* MR. WOJTEK KURSA, NSWCCD 215-897-1490

- *REFS:* NSTM 533 Para 533-2.3.7
  PMS MIP A-181/001-54

INSURV SAFETY CONCERNS

VERTICAL PACKAGE CONVEYORS DUMBWAITERS

ISSUE: INCREASING NUMBER OF IN SERVICE LIMIT DISCREPANCIES

POC/REF:

- *INSURV POC:* LCDR CARLOS SUAREZ
  carlos.suarez1@navy.mil
  757-462-7881 EXT 3030

- *SYSTEM POC:* MR. JOHN CAVALIERI NAVSEA 05P8
  215-897-1490

- *REFS:* ACNS TO NSTM 572

THINGS TO LOOK FOR:

- INOP/OUT OF ADJUSTMENT SWITCHES
- INOP/MISSING CONTROL STATION COMM DEVICES
- MISFED/BIRDCAGED HOIST WIRE
- OVER OR UNDER-RATED MOTOR CONTROLLER FUSES
- INOPERABLE REMOTE EMERGENCY STOPS
- NOT USING SAFETY

BACK-UP SLIDES

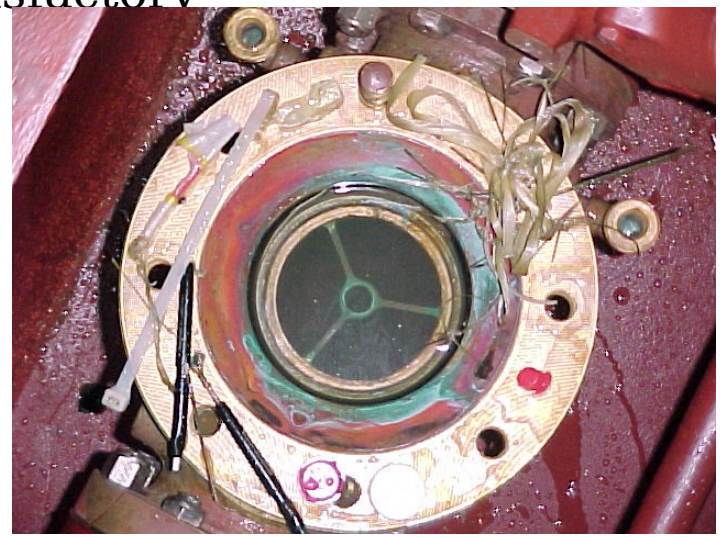
DAMAGE CONTROL SYSTEMS
MAIN/SECONDARY DRAINAGE
(EOC – 0.68 Main Drain / 0.54 Secondary Drain)

33 of 39 ships inspected had Main Drainage EOCs that were Degraded or Unsatisfactory

25 of 39 ships inspected had Secondary Drainage EOCs that were Degraded or Unsatisfactory

ISSUES

- Poor ability to remotely dewater main engineering spaces.
- Unable to operate secondary drain eductors to dewater auxiliary spaces.



CAUSES

- Valves overtightened to compensate for seat leak-by.
- Valves fouled by debris.
- Unreliable valve motor operators.
- Vacuum gauge failures.
- Secondary Drainage systems lack ownership.

RECOMMENDATIONS

- Improve EOSS/PMS compliance during system operations.
- NAVSEA review reliability of MORPAC operated valves.

REFRIGERATION UNITS

ISSUES

• Shipboard Refrigeration plants EOC decreased since 2003.

CAUSES

• Safety or control devices misadjusted or inoperative (time delay relays, pressure and temperature switches).
• Other common deficiencies:

–Moisture indicators washed out or missing.

–Halocarbon Alarms (Refrigeration Detection) not properly programmed, inop or faulty.

–Lube oil and refrigerant leaks around piping, compressor shaft seals and fittings.

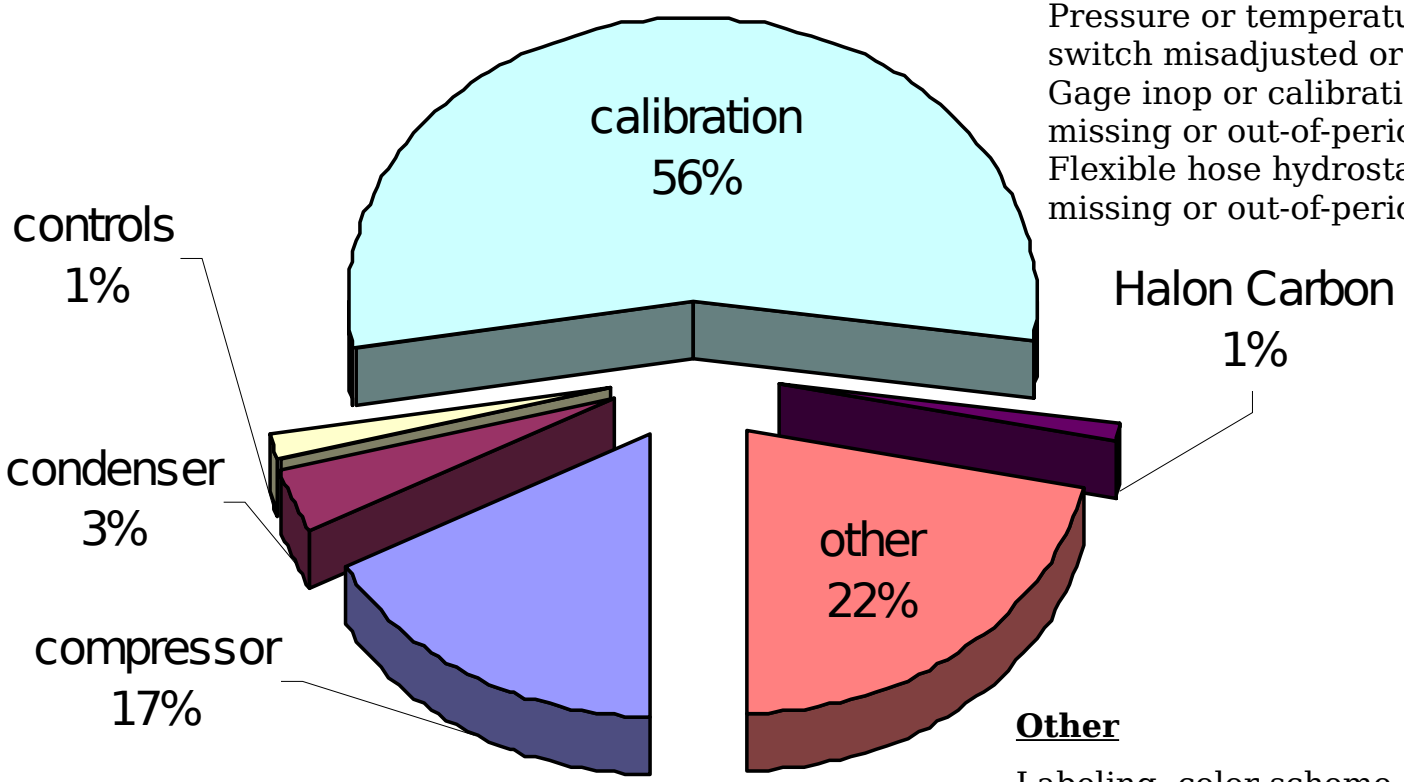
–Control valves (PRV, TXV, Water reg valve) misadjusted, leaking or inop.

–Oil heaters were inop or not in use IAW EOSS/technical standards.

RECOMMENDATIONS

• Revise ICMP class specific assessment procedures to fully test Refrigeration system.
• ISEA include verification of alarm setting as part of EOSS procedures.

Refrigeration Units



Calibration

Pressure or temperature switch misadjusted or inop. Gage inop or calibration missing or out-of-periodicity. Flexible hose hydrostatic data missing or out-of-periodicity

Other

Labeling, color scheme incorrect, corrosion, ventilation issues, debris

Compressor

Inoperative unit, accumulator undercharged, lube oil low levels or leaks, shaft seal leaks, suction/discharge compressor valves leak by, refrigerant leakage or level low.

STEAM HOT WATER HEATERS

- **Issue:**

  Hot water heaters not being operated at safe and proper temperatures (120-130 deg F for showers and sinks per NSTM). Galley and laundry water heaters also improperly set.

- **Causes:**
  - High temperature shutdown devices not properly set.
  - Temperature regulating devices either misadjusted or inoperative.
  - Lagging missing, removed or torn.
  - Steam leaks causing significant corrosion as well as contributing to crew heat stress issues.
  - Installed circ pumps inoperative.

- **Recommendations:**
  - Correct heat stress generating leaks.
  - Verify and operate safety devices within specification.

VENTILATION AIR FLOW ALARMS

ISSUE

- 221 of 300 Ventilation Air Flow Alarms were either inop or misadjusted.

CAUSES

- Alarm Set Point (ASP) documentation is contradictory.
- PMS accomplishment inadequate or PMS not available.
- Operator/Maintainer lack of knowledge.
- Analog Alarm Panels damaged from drained batteries.

RECOMMENDATIONS

- Standardize ASP value and update documentation.
- Ensure PMS is established for all alarms and verify cleaning periodicity.
- Provide education on matching Analog Alarm Panels with corresponding Pinwheel Sensors.
- Accelerate installation of MACHALT 443.

COMPRESSED MELT UNITS

ISSUE

- 67 of 120 Compressed Melt Units were inoperative.

CAUSES

- PMS not being performed. (requires daily Tag-Out of CMUs).
- Overloading of CMUs with plastic waste.
- Required mold release agent not used.

RECOMMENDATIONS

- Expedite installation of new MOD1 CMU Fleet-wide:
    - Reduces PMS by 60%.
    - Reduces operation time by 50%.
    - 34 less components.
    - Improves reliability by 50%.